THE RIO NEWS.

PUBLISHED ON THE 5th, 15th AND 24th OF EVERY MONTH.

Vol. 1X.

RIO DE JANEIRO, JANUARY 24TH, 1882

NUMBER 3

OFFICIAL DIRECTORY

AMERICAN LEGATION.—22, Rua do Manquez d'Aurante THOMAS A. OSBORN, Minister,

BRITISH LEGATION \rightarrow No. (35. A., Larangeiras, EDWIN CORBETT, Ministe

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DOM PEDRO II.—Through Express: Upward, leaves Rio at 3a m.; antiving at Barra (unclim) at 7:43 a.m., Entre Rios (cearnia like) (ceit a m., Balbacena 3;43 a.m., Entre Rios (cearnia like) (ceit a m., Balbacena 4;45 p.m., Petal Novo (branch from Entre Rios) (2 m., Cachocira (S. Paulo Inach) (115;45 a.m., Sto Paulo 6 a.m., Barhacean 8;32 a.m., Purto Navo (21;3) p.m.; artinig at Barra 4;1 and Rio 7;1;2 p.m., Councets with Valenciana line at Desenganor Rio das Piores line at Commercia, União Minicia line at Sino, Leopoldian line at Porto Niver Recende e Areas line at Simulcapoldian line at Porto Niver Recende e Areas line at Simble, and S. Paula and Rio de Juricia line at Cachocira. Libitol Express: Uproved, leaves Rm 7:13 a m.; artiving at Barra (15; Ann., Kin Niver) (central line) (20); Cachocira (8, Paulo branch) yas p.m., Dismourard, leaves Cachocira 6; 8 a.m., Rio Nivo 3; 50 a.m.; artiving at Barra (15; 2) a.m.; four Barra 8; 45; a.m.; fo

Entre Russ (neurage (co) a.m.), at 320 pm.

Schmidt Thuris,—Plassenger trains leave at 500, 630,

\$140, Rep and 1022 a.m., and 1000, 215, 330, 430, 550, 730,

\$150, and 1000 pm. all stopping at Chacadare except the 10 pm. trainf, which must to Sapapenha. Returning, the trains

serve Sapapenha at 335 and Cacadara at 320, 610, 740,

\$16, 10, and 41,350 m., and 210, 320, 430, 530, 7, 830, and

84g. 16, and 11/33 and, and 2406 Josh 130 Josh 20 Josh 20 Josh 10 Josh 12/40 P. R. — Leaves Nilheroby (Santa Anna) 2706 a. m. arriving at Nown Friumpt 100 Cordero (1 Jour per tramway from Cartagallo) 1.05 and Mocneo 545 p. m. Return train Leaves Mactero 630, Corderin 7:50 and Nova Friumpt 100 and a m. arriving at Nilhemby 433 p. m. a ferry beat runs between Rio and Sant'Anna, connecting with trains.

boat run bet veen 160 and Sail Auroa, connecting win transfer PEFTROP DLIS SYFEALERS and R.R.—Steamers leave Trapiche Maná at a p. m. week days and (1 a. m. Sundays and holidays, passengers arriving at Petropais at 350 p. m. week labys, and p. m. Sundays. Returning, difference leaves Petro-polis at 6 a.m., the boat arriving at Rio at 950 a.m.

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THE RIO NEWS

PUBLISHED TRIMONTHLY

on the vow of departure of the American packet, the French packet of the 15th, and Royal Mail packet of the 24th, of the month.

A. J. LAMOUREUN, Editor and Proprietor,

Contains a summary of news and a review of Drazillan affairs, a first of the arroads and departures of foreign ressels, the con-mercial report and price current of the market, tables of such quarties, and obsists, a rable of teights and channes, and all other information necessary to a correct judgment on Brazillan

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All subscriptions should run with the calcular ye. Rack unadors supplied at this effect from April 1st, 18 Subscriptions and advertisements received at the EDITORIAL ROOMS:—79, Rua Seie de Setembro CITY TELEPHONE ADDRESS: -No. 172.

Rio de Janeiro, January 24th, 1882,

Ox the 1st of January the aggregate stock of coffee in first hands in European ports was 2,043,000 bags, or over twice the normal export there from Brazil. Much of this coffee has been long held for higher prices, and now represents an enormous loss. On the supposition that the European imports from other countries will remain the same, and on the certainty that these stocks can not be held another year, it is safe to predict a large diminution in Brazilian exports there during the present year. The stocks in American ports on the 1st instant aggregated 360,000 bags. We note in this connection, also, that "fair floating" cargoes have fallen to 91/2 to 93/4 cents.

THE opening of the General Assembly finally occurred on the 17th instant, with the customary formalities. The speech from the throne was as brief as usual; it was void of any statement of importance, and ontlined no policy for the future. Those who expected some recommendation on the subject of emancipation were utterly disappointed; there was not even a hint that the government entertained an intention of the kind. The only statement with regard to the finances was a remarkable one and was to the effect that the last budget law had produced a surplus, with which the credit operations of the nation in behalf of milways and other improvements could be diminished. There are so many urgent questions upon which the government should have clear, well defined opinions, that their absence from the Emperor's speech is deeply to be regretted.

THE organization of the two branches of the General Assembly took place on the 18th instant. In the Senate the resignation of Visconde de Jaguary as president was received, and Barão de Cotegipe was elected to fill the vacancy by 36 out of 38 votes. The sessions of the 18th and 19th were devoted to the election of committees. In the Chamber of Deputies the provincial organization under the presidency of Deputy Martinho Campos was continued, after which the business of deciding election returns was resumed. The reports of the ministers, with estimates for the ensuing year, were presented on the afternoon of the 19th. This organization of the two chambers must be considered significant at this time, because it is decidedly antagonistic to all further measures of reform. In the hands of Barão de Cotegipe and Counselor Martinho Campos, there will be no further toleration of abolition, civil reform, tariff revisions, or administrative economy. The record of the first in the Caxias ministry is not yet forgotten,

acts was to deny the courtesy of the Senate to the editor of the Gazela da Turde because of his abolition principles and color, when it is well known that he himself is partly of the race he insults. As far as the president of the Senate can do, it is clear that Barão de Cotegipe will exert an influence which will be the very reverse of what this country most needs. As to the organization of the Chamber, it is of value only so far as it onlines the preferences and prejudices of the members. The entrance of Martinho Campos into the ministry and shortly into the Senate, will make necessary the election of another president. From the great lack of ability among the liberal

deputies, and their ready acceptance of Martinho Campos leadership, there is a fair indication that the old-fashioned slaveholding element will rule the country with but very little opposition.

la pursuance of a long-cherished wish Counselor José Antonio Saraiva has at last retired from the ministry, his colleagues going with him. It is well known that the restraints and exactions of office have been unpleasant to him, especially as his health has long been an uncertain factor, and his private affairs have been demanding his personal attention. All things considered, the retirement of Premier Saraiva is a matter for sincere regret, and it will be a long time before his position will be filled with a man equally able and trustworthy. His honesty and sincerity, even in matters where he had clearly erred, were never questioned; in fact, these qualities were so unquestioned that it often became a matter of great difficulty even to criticise. Of his cabinet colleagues we may not say as much, but from the ouset they have fairly represented the intelligence and influence of their party. Some of them have disappointed expectation but they have left a record notwithstanding which will give them an enviable rank among Brazilian ministries. As to the successor of Premier Saraiva, who retires with so much general respect and esteem, it is best to say little. Counselor Martinho Campos has long been recognized as the ablest parliamentarian in the Chamber, and has been known as one of the most influential leaders in the liberal party. He is more of a partizan, however, than a statesman, and no broad policy will characterize his brief administration. His colleagues, so far as chosen, are mostly untried men who owe their selection more to a compromise and agreement between the party leaders, than to any proved fitness for their positions. Against the opposition of the conservative minority under the leadership of Deputies Paulino, Ferreira Vianna, Belisario, and Andrade Figueira, they can do nothing, and their official career will therefore be short. As far as is known the new cabinet is composed as follows:

Deputy Martinho Alvares da Silva Campos, pres-

below of the council and minister of finance;

Deputy Rodolpho Epiphanio de Sonza Dantas,
minister of empire, and ud interim minister o Deputy Felippe Franco de Sá, minister of foreign

Deputy Affonso Augusto Moreira Penna, minister

of war, and ad interim minister of marine; Deputy Manuel Alves de Aranjo, minister of agriculture, commerce and public works.

THE government has finally decided to make another loan, notwithstanding the 'balance' mentioned in the speech from the throne, the flattering increase in receipts, and the increasing expenditures on public improvements. The last loan was realized in 1879 and was for 51,885,000\$. A semiofficial announcement now states that there remains a deficit of 6,321,207\$208 from the and his career since leaves no hope that he year 1879-80, treasury bills of 28,944,7005, come

will junsue any other policy. One of his first and a running account balance at the Banco do Brazil of 6,553,270\$200, or an aggregate of 41,819,177\$108. This has been met to the extent of 16,000,000s by the issue of treasury bills in anticipation of revenue, leaving 25,819,177\$408 to be funded. Then too these treasury bills must be met somehow, as the mania for public improvements will not let the increased revenue touch them. Then, besides, there are the unliquidated accounts of 1830-81 and 1881-82 to be met in which large deficits will unavoidably occur. Furthermore, the budget for 1882-83 estimates a deficit of not less than 31,960,259\$492, according to the Jornal do Commercio, the greater part of which will be expended in railways. The loan will be for a sum not less than 40,000,000\$, but it has not yet been decided whether to place it at home or abroad.

Oxe of the important proposals made in the report of the minister of agriculture, commerce and public works, is that the government shall set apart 40 per cent, of the annual increase in revenue, or about 2,000,000\$ on the estimated increase of the last fiscal year, as a capital fund for the promotion of railway building through the concession of guarantees. The scheme embraces the construction of ten thousand kilometers, the capital for which shall be guaranteed by the government. It also stipulates the emission of 5 per cent, bonds to represent the percentage of revenue increase set apart for this guarantee fund. In every feature of this proposition, we believe it to be wrong. The government has already anthorized guarantees on railway capital investments of 177,862,562\$483, or on 154,306,722\$483 excluding the Sio Paulo Railway guarantee, representing an interest liability of 10,641,470\$574 per annum. Almost nine-tenths of the capital (100,000,-0005) authorized by the law of 1873 has already been invested. Although these guarantees in some cases prove to be only nominal, and in others partial, they actually represent to-day an annual expenditure of 4, 272, 800\$540, [according to the minister's official estimates for the coming year. If therefore the lines already constructed, and with the choice of routes throughout the whole empire, are unable to pay interest on their capital investments, is it at all probable that 10,000 kilometers of new lines will be able to pay any interest whatever upon the capital invested in them? Is there even a probability that 75 per cent. of them will be able to pay working expenses? We lelieve most thoroughly in the railway as a wealthproducing and beneficent agent in our civilization, but our faith is not of that kind which would anticipate good results from an unnecessary or badly-located read. A railway is simply an instrument, and in the hands of an intelligent, progressive people it is of incalculable value. A railway, however, will not make wheat, cotton or coffee grow in the wilderness; it will not make an idle population work; it will not build up furnaces and factories; it will not supply even the intelligent administration upon which it so much depends. There are many things which must go in advance of the railway in order to best utilize it, and these things seem to have been whally overlooked in this mistaken scheme. There must be population, and industry, and enterprise; there must be products, and markets, and cheap transportation. It should be borne in mind that the money invested in a railway line is not simply invested in its tracks, buildings and rolling stock, but it is practically invested in the industries and enterprise and development of the Iocalities through which it runs. The iron tracks and wheels themselves afford no revenue, but it is the wheat fields or coffee orchards along the line from which the profits must

red shares of £20 each on the London market for the construction of six central usines in the province of Pernambuco, the Times calls attention to these various enterprises gnaranteed by the Brazilian government, and asks for the total amount of capital so far invested under such guarantee. In response to this inquiry the fornal do Commercio of the 18th instant gives the following information. The concessions recently granted and which are now known on the London market, are: 7 per cent. upon 13,-521,453\$322 for the construction of the 'Rio Grande a Bage" railway; 6 per cent, upon 5,600,000 for the construction of eight central usines in Bahia; 6 per cent. upon 1,500,000\$ for the Quissama central usine; 7 per cent. upon 2, 100,000\$ and 6 per cent, upon another 2, 100,000\$ for the construction of six central usines in Pernumbuco. In addition to these the government has conceded interest guarantees upon the following enterprises not then known in London : 6 per cent. upon 10,000,000\$ for the construction of the "Cacequy a Urnguayana" railway; 6 per cent. npon 6,000,000\$ for that of the 'Quaraliin a Itaquy' railway; and a promised 6 per cent, guarantee for the construction of 2091/2 kilometers of railway in Espirito Santo. This makes a total of 15,621,453\$322 gnaranteed at 7 per cent. and 25,200,000\$, plus the undetermined capital of the Espirito Santo railway, guaranteed at 6 per cent. At the present time the government concedes guarantees upon two classes of enterprises, central usines and milways. Of the first the law of November 6, 1875, authorizes the government to guarantee interest on a maximum capital of 30,000,000\$ up to 7 per cept. per annum. Up to the present time barely two-thirds of this capital is guaranteed. There are now in vigor concessions for the establishment of 29 central usines in various parts of the empire, the aggregate guaranteed capital of which is 19,100,000\$.* Of this total amount, 9,900,000\$ is guaranteed at 7 per cent., and 9,200,000\$ at 6 per cent.. be added just here that the minister of agriculture has just asked for an authorization to guarantee an aggregate capital of 20,000,ooos to be invested in central coffee engenhos on the same conditions. With regard to railway guarantees, the following investments are now under the interest guarantee of the general government: 7 per cent. upon 78,055,-468\$332 invested in Pernambuco, Bahia, S. Paulo and Rio Grande railways under the anthorizations of 1855, 1857 and 1873 (Sept. to); 6 per cent. upon 10,000,000\$ under the provisions of the last above mentioned authorization; 7 per cent. upon 83,807,104\$151 under the provisions of the acts of September 24, 1873, authorizing guarantees on an aggregate of 100,000,000\$; and 6 per cent. on 6,000,000\$ under the provisions of the same act. This makes a grand total of 177,862,562\$483 now under imperial guarantee. Deducting the 23,555,850\$ of the São Paulo railway (Santos to Jundialry) upon which the guarantee is now purely nominal, there remains a total capital under guarantee of 154, 306, 722\$483, upon all of which, except 16,000,000\$, the guarantee is 7 per cent, per annum. The nominal interest liability of the government on these investments, excepting the São Paulo line. is therefore 10,641,470\$574. Adding to this the nominal interest liabilities on the capital already invested in central usines-1,245,000\$ per annum-and there appears a total nominal liability of 11,886,4708574 per annum under these two general heads. The actual expenditure for these guarantees, however, is much below these liabilities, the estimates for the year 1882-83 calling for

On the occasion of placing 22,371 prefer-

^{*} The official report also says 19,100,000% but according to the items it should be 19,200,000\$—an error of 100,000\$.

-Ed. Naws.

4,272,800\$540. Since t860 the interest guarantees on the two Rio S. Francisco railways of Bahia and Pernambuco have cost the national treasury 25,000,000\$ and 15,-000,000\$ respectively. The São Paulo railway cost the government 2, 555, 339\$, twothirds of which have been paid back. The other roads have cost the state about 4,000. ooos, making an aggregate outlay of about 44,000,000\$ outside of that paid on the São This gives an average of about 2,000,000\$ per annum since 1860-an average which is now more than doubled by the extension of these guarantees to a greater number of lines. The Jarnal believes that this system of railway guarantees has not been abused, but on the contrary has been administered with a prudence approaching timidity. If however we are to consider the number of enterprises now seeking capital in London, and the number applying for the privilege of doing so, this "prudence approaching timidity" will clearly bear another construction.

THE STATE LOTTERIES.

Those who are interested in the lottery question will find entertaining reading in an imperial decree of the t4th instant, published on the 20th, which specifies the order in which the general lotteries shall be drawn during the present year. The list given specifies seventeen distinct classes, to which sixty drawings are accorded for the yearthe 6th and 7th drawings not being specified. The seventeen classes, with the number of drawings realized to the close of 1881 and the number authorized for the present year,

are as ionows:			
	realized	1582	tota?
Pedro II asylum and maintenance of in-			
sane: decree of 1870	9	2	11
Santa Casa de Misericordia, finandlings, orphans' home, Pedro II college, and S. José seminary; decree of 1821	115	3	118
Montepio for government employees; ilecree of 1864	203	13	216
Institute for blind and deaf and double children; decree of 1877	15	6	21
Sacramento da Candelaria brotherhoud of Rio de Janeiro; decree of 1873	12	6	18
Works on the house of correction of Kin de Janeiro; decree of 1835 Works on the Santa Casa de Misericor-	Sŋ	5	94
dia cilifice of Kin; decree of 1877	3	1	4
Emancipation final; law of 1871	50	6	65
Misericordia hospital of Rio; decree of	41	ı	42
Works on the Pedro II asylum; decree			
nf 1877	16	4	20
Sanitary improvement; decree of 1850	91	4	95
N. S. ila Batalha brotherhood of Kin; decree of 1871	4	1	5
Works on the N. S. da Gloria church of Rio; decree of 1873	5	2	7
Works on the S. Christovão church of Rio; decree of 1873	5	2	7
Works on the S. João Baptista da Lagôa church; decree of 1873	5	1	6
Works on the N. S. da Fenhachurch of Fernambneo; decree of 1873	9	ı	10
Endowment fund of Pedro H asylum; decree of 1856	25	ı	26
Not specified	->	2	2
l.ess error		1	1
i.ess enoi			
•	706	60	766

It will be seen from this list that these seventeen general lottery enterprises have already afflicted this unfortunate city with 706 drawings, which are to be increased by 60 during the present year. Astonishing as this result is, it is as nothing beside that greater number of provincial, municipal and special lotteries which are constantly in operation. The mania has gone so far that every charitable object, every parish church, many school projects, and many memorial projects such as served for the Ypiranga lottery, are made to serve as excuse and pretext for drawings. Brazil has literally become one huge gambling den-and the church and the state are not only its sponsors, but live upon its spoils.

Much has already been said upon the evil militences of this practice, but we can not see that it has had any effect whatever. The tissues were black and suffused. There had been obliterate its accursed stains! We are glad

mania is visibly growing upon the people day by day. The lottery ticket shops are becoming as numerous as the cigar shops, and the streets are sometimes crowded with the men and boys engaged in selling tickets. The money which should be expended for necessaries of lile, and for the legitimate needs of husiness, is swallowed up in this evil and unproductive traffic. Crime is increasing through its temptations, and the moral tone of the community is being steadily lowered. It is not a pleasant picture to contemplate, but it is one which no one can gainsay.

ANOTHER SLAVE HORROR.

In a slave-holding country the right of punishing a slave is one of the unwritten laws. No one denies the right of the master to punish his slave any more than his child, and no one would care to interfere even were the punishment carried beyond the bounds of reason and justice. For this reason the great majority of cruelties practiced upon plantations never come to light. It is only when some exceptional case of cruelty becomes known, as in the case of the boy Jeronymo at Pelotas, whose persecutor has never been brought to justice, or that of the girl Monica, whose brutal mistress is still at large, that the popular indignation is aroused and efforts are seemingly made to throw the protection of the law around a helpless, persecuted class. One of these instances of brutality recently occurred in the serbio of the province of Parahyba, and is related by a provincial journal, the Parahyba, as follows, the story being told by a resident of Souza on December 4th:

On the 26th ult. [November] Dr. Francisco Jose tle Souza, residing on the Livramento plantation in this district, went to the house of Dr. Mariz, then exercising the authority of juiz de directo, where also happened to be present Lieut. Col. Joaquim José the Souza, juiz municipal in charge, and declared that, having ordered some one hundred and fifty to two hundred lashes to be given on the 24th to his slave, named Mignel. 50 years of age, he [the slave] felt some slight indisposition; he worked as usual, however, on the 23rd and 24th, but on the 25th, being locked up in his sleeping room chained and manacled, because he was a runaway, he drank a great quantity of lye, which he had filtered in the some room, and on the 26th, at 8 in the morning, he died; that the police of his district being little skilled in examination and being able to com-promise him, he had come to ask those function-aries to go to the new village of S. João and to proceed to the referred examination, in view of the

delegado of the district being absent on service.

The judges did not delay and at 10 o'clock on the following morning they arrived there, finding the population in excitement because of a report that the slave had died in the whipping.

Experts being nominated by the juiz municipal nd the corpse exposed in presence of over a h ared persons of every persuasion, it was stripped— and a cry of horror went out from every month! The body presented a most horrible aspect: some

what swillen, the skin was literally hurned and separated from the body at the slightest touch, with the exception of the face, head, feet and hands; large black bruises on the right side and ribs, deep wounds in various parts of the hody, and great water blisters; this was the anterior appearance; turning the corpse, it was seen with anguish that the whole region between the huttocks and the shoulder blades was one single deep sore, with furrows and cavities

more or less deep.

The people broke down the fabric of explanation: and hursel reproaches upon. Dr. Sonza, who was present and seemed the image of consternation, asking that the corpse should be opened for verilying the internal injury done by the lye which Miguel had drink, as he said.

The people cried that that was not necessary, and

that the lashes and baths of boiling water were the cause of his death!

Dr. Mariz restrained the people with gentleness Or, Manz restrained the people with genericus, and the juiz numicipal ordered the corpuse to be opened, an operation which, through a lack of professionals, was done with more or less regularity.

The stomach was intact and also the throat, only

the posterior part of the liver, part of the lungs and killneys were as though bruised; the longue was intact from the middle to the root but burned at the tip which indicated an attempt to put lye in the mouth of the corpse!

a great internal hemorrhage, as shown by the abundance of blood which flowed from the mouth and nose of the corpse during the journey of two leagues!

The examination was minute and occasioned hor-r! It had been an atrocious punishment of the oor slave !

Dr Mariz and the fuis municipal returned on the 28th, and the former as soon as he arrived city notified Delegado Felinto José Furlado that he shundi go to Livramento withou, loss of time, and make the necessary examination into this and other

facts with which the public mind was then occupied. The *deligade* arrived that night and Mariz being then to the exercise of municipal authority, the *juiz* de directo having assumed his charge, left with that official at one o'clock on the morning of 29th for that plantation where they arrived at 6 o'clock with a force under the orders of Lieut, Dantas,

They searched for and examined everything sus-pected in a case of punishment! There were lound various iron manacles, chains, whips, fetters, and an instrument consisting of an iron ring with a tongue on whose extremity was a large hell, which is used for uniting on the necks of runaway slaves.

The momin which Miguel died was worse than the dungeon of Taco, the difference being the greater from its being inhabited by two and having two hackets of ashes, two satchels also full of ashes, gonrds and other similar things; it exhaled a bad insupportable odor arising from cluts of blood in various parts, and having a damp soil in an exten sion of seven palmos [8 inches] in length by three and one half in breadth, with a depth of from three and one half in five inches. The ground within this The ground within this extension was insupportably fetid.

The slaves, nine in number, were covered with cars pruduced by the lash, but water, hot caldo and irons!

The slave woman Lucia were iron shackles, manacles, and the hell instrument; her hody was cover-ed with innumerable scars, old and fresh, and deep sores in the back, besides other wounds on the feet, hands and neck; continual fever and not able to take a step because of benumbed legs, there was no fear of escaping!

The delegado sought to interrogate two slaves.

lant, seeing that they were frightened there, he ilecided to bring them all to this city, and, more at ease, the greatest horrors were developed, as well as three eye witnesses.

Mignal, hesides the whipping of the 22nd, to which he would inevitably have succumbed, suffered a greater one on the 24th, applied by his master and, after his keeponing wearied, by another slave, the ignorant instrument of the vices of the master, After this scene he went, falling, to his house (he was in the field), and had so great a thirst that he drank his own urine!

To his wounds there were applied salt, onions and

What balsam!

The most hornible of all is that the wife of Dr. Sonza is the principal author of all these perversities?

And this is that humane institution about which we have heard so much-"the corner-stone of our civilization," according to Belforte Duarte, the indispensible factor of our existence, according to Martin Francisco, and the sacred privilege which Martinho Campos would defend against the abolitionists with revolver in hand! This is the institution which Brazil proposes to nourish until the lingering torture of gradual emancipation shall wear itself out I This is the institution upon which the wealth and development of the country are based! These are the scenes in which grown men and women take part, and in which children are reared! These are the scenes which make up the daily life of plantation slavery! These are the men who assume the prerogative of flesh-and-blood sovereignty because they deem themselves so constituted and qualified by an all-wise Creator! And these are the poor, degraded, tortured creatures upon whom some benevolent men have bestowed their anxious fears as to their unfitness for freedom! And this is the accursed institution, called Brazilian slavery, which we take pleasure in recommending to some benevolent gentlemen of London, whose great concern once was to keep slaves in bondage to prevent their being injured by freedom !

About such acts as these, there can be but one opinion! They are the legitimate fruit of an institution so bloody, and cruel, and brutal, that eternity will never be able to

to know that the Parahyba authorities arrestto know that the Parahyba authorities arrested this man "Dr." Souva and his wife, and intend to prosecute them for their inhuman cruelties. If these people can be tried, and convicted, and punished, as murderers, authing more than justice will be done! Anything less will be a confession that the law is powerless or indifferent before such blood-thirsty, inhuman cruelties!

THE SAILOR'S MISSION.

A year has passed since the last Report of this mission was printed and circulated; and the Committee are thankful to say that during these twelve months the work has been steadily going on, and, as they believe. with good results.

Although it is impossible in such a work as this to furnish many statistics, yet some idea of its character may be gathered from the following facts:

A service has been held each Sunday at the mission room, and has been fairly attended by men ashore; besides it has been the custom of the missionary on the Sunday to go around to the boarding-houses and address the inmates personally; frequently, too, at the invitation of captains he has conducted a short service on board ship.

During the week he has visited the English and American shipping in the harbour, both sailing vessels and steamers; and on shore the boarding-houses, the hospitals, the house of detention, etc., and has distributed some thousands of testaments. tracts, and papers, with words of exhortation and advice to all who were disposed to listen to him.

The reading-room has been open daily from morning to night, and has been well supplied with newspapers and other reading

Many cases, in which sea-faring men ashore have applied for relief, have been carefully enquired into by Mr. Curran, and in some instances, where it seemed needful, help has been given either in money or in food and clothing; and many have been thus assisted to obtain employment again.

The missionary is enjoined to give special attention to the sick, whether on board ship or ashore, a most needful work in a climate such as ours.

As a testimony to the indirect good done by the mission it was observed at a late committee meeting, by one in a position to udge, that there has been in the past year Ja notable decrease in drunkenness and disorderly conduct amongst English-speaking seamen ashore. Such a fact speaks for itself.

Looking then thankfully to the past, and hopefully to the future, your committee feel sure that the interest which the English and American residents of Rio have shown hitherto in the mission will continue-nay, they hope, will increase-and that by their means the mission will become one of the institutions of this important city and port. Subjoined is a statement of receipts and expenditures for the past year.

RECEIPTS

Subscriptions and donations	3,783\$349
	5.051\$340
FAYMENTS	
Missionary's salary	1,375\$000
Rent of mission room	495\$000
Boat hire	385\$000
Pettics	120,5000
Balance at credit 31 Dec. 1881	2,676\$340
	5,0518340

Rio de Janeiro, 31 Dec. 1881. F. H. Harrison

Treasurer.

Treasurer,
CIMMITTEE FOR 1881
FIR REGIT REV. THE BISHOP OF THE FALKLAND
ISLANDS, President.
THE REV. FREDERICK YOUNG, M. A., Secretary.
FRANCIS H. HARRISON, Esq., Treasurer.
E. W. May, Esq.
R. NORTON, Esq.
G. BRADLER, Esq.
S. F. QUINNE, Esq.
R. F. WELBY, Esq.
R. F. WELBY, Esq.

PROVINCIAL NOTES

-The São Paulo provincial assembly was organized on the 17th inst.

—Order has been restored at the Blumenau colony, Santa Catharina.

—The December receipts of the Pelotas meta de remins amounted to 26,871\$681.

—The Commercial, of Kin Grande do Sul, entered upon its 25th year on the 1st instant.

—Many of the colonists arriving at São Paulo are at once furnished with employment by the planters.

—The December receipts of the provincial mesa de rendus of Rio Grande do Sul amounted to 73,577\$-

—The president of Gryaz has suspended the provincial law imposing a discount of 5 per cent, upon all public salaries.

—The late provincial assembly of Minas Geraespassed an authorization for the construction of a gasometer in S. João d'El-Rey.

Ten families of immigrants arrived at São Pauli on the 10th last, destined for the plantation of Dr. Martinho Frado Junior at Ribeirão Pretu.

The December receipts of the Rio Grande custom house amounted to 178,637\$556, and of the provincial mesa de rembis 50,135\$563.

—The Gazeta, of Ampuro, São Paulo, says that out of the 79 lurials in that place between the 1st of December and the 10th of January, 54 were skildsom.

—The postage stamp collector nor has an organ. It is published monthly in São Panlo under the title of O Brazil Philatelico, the first number of which has already appeared.

—The Contemporance, of Campos, says that during the last harvest the Quissana central usine made 5,200 hoxes, or 3,900,000 kilos of sugar, resulting in a a net product of 550,000\$.

-The Manáos papers announce the arrival of the steam launch Judith, constructed by Escher Wiss & Co. of Zurich, for river navigation between Manáos and the falls of the Rio Bianco.

—There is to be a meeting of merchants and planters at Macabé on the 25th inst. to discuss means for procuring direct communication with Europe and the United States.

The epidemic of small pox at Nazareth, Pernamhuco, is reported to be on the increase. There were some 50 cases of it there on the 6th inst., confined largely to the poor classes.

—The contract between the city council of Santos and the City of Santos Improvements Company, Limited, for the supply of that city with water, was signed on the 16th inst.

—On the 1st instant a steamship service was inangurated hetween Itanagipe and Plataforma, Bahia, by Mr. Thomas Huntley, to whom a privilege had been granted. Two small steamers are employed.

The total deposits in the provincial savings hank of Rio Grande do Sal since its organization, May 5th, 1875, to the 31st ult., amounted to 2,499,883\$464, and the withdrawals to 1,656,725\$-

—An assassination took place at Ypiranga, near São Paulo, on the evening of the 17th inst., Ricardo Fernandes Procopio heing heaten and killed by Juão Días. The assassin surrendered himself to the police authorities.

—The Gazeta, of Mogy das Cruzes, São Paulo, gives the following vital statistics of that parish for the year 1881: haptisms, males 225, females 264, ingennor 14, ingennor 23, total 526; tleaths, males 121, females 36, ingennos 3, ingennos 5, male slaves 6, total 176; marriages 81.

—The Barão do Pinhal, one of the wealthy planters of S. Paulo, asks the government for 2,400\$ to ail in the expense of introducing colonists to work upon his estates. If the Journal were to import printers for its own office, or the Brazil Industrial to import spinners for its cotton factory, would the government help pay the expense? —Dr. Martinho Prailo Junior has introduced a

—Dr. Martinho Pralo Junior has introduced a project of faw into the S. Paulo provincial assembly providing that slaves accompanying their masters shall be exempt from the registry tax when the same masters have purchased agricultural property in the province and come there to reside, and when proofs are exhibited that the slaves were owned two years previous to the time of entry. It is further provided that such slaves can neither be alienated nor

transferren.

—An unworthy disciple of Isaak Walton named Rezende met with an accident near Belem on the afternoon of the 10th inst. He had gone out fishing with dynamite bombs with three companions, and unfortunately held the bomb just a little too long. He now bewails the loss of his right hand. We certainly can wish no one an injucy of this character, but somehow we can not help thinking that it served him right. There can be but very little sympathy for a man who will employ such means in fishing.

—The Progresse, of Tatuhy, São Paulo, says that the planting of couron this year in that municipality has been very large and promises an abundant horrest.

—According to a recent official report the number of cases of keri-keri in the grownee of Itahia is steadily increasing. The remoral of the patients to the sea-side has been found to be the best means of eure.

RAILROAD NOTES

—The December receipts of the Barân de Aramama railway were 13,365\$\$60.

—Work on the road hed of the S. Carlus do Pinhal railway, of São Paulo, is being pushed forward rapidly.

—The December receipts of the Carangula railmay were 37,316\$670. The coffee traffic amounted to 1,002,3 tons during the month.

and the Sysjacons during the month.

—The total extension of the railways belonging to the state is 1,039.7 kilometers under traffic, and 1,076.7 under construction—a total of 2,116.4 kilometers.

Decree No. 8,342, of the 17th ult., approves provisionally the regulations and tanib adopted by the "Natal å Nova Cruz" rail ray of Rio Grande do Note. The fare for first class passengers is 42,5 reis per kilometer.

—A collision twok place on the central line of the Durn Perlio H railway on the rath inst., between João Ayres and Mantiqueira. Fortunately it resulted in nothing worse than some wounds and bruises to the passengers, and some damage to the trains.

The "Bara" transway at Santus carried 191,767 passengers during the last year. The largest number in one month was in December and the next largest mas in January, shoring the attractiveness of that pretty sea side resort thating the hot senson.

—In view of the contract between the province of Bahia and the Bahia and Minas railray for the payment of a subrention of 9,000\$ per kilometer, the president of that province has recently authorized the emission in 185 provincial applices of 1,000\$ at 97 per cent., to meet the subrention for the first 20 kilometers' completed.

-- The minister of agriculture has declined to entertain a proposal made by William Lloyd. Thomas S. Beghie and J. Nelson Purdie for the construction of a railway from Curityba, Paraná, to the province of Matto Grosso, the chief comition being that the government guarantee 7 per cent. per annum upon a capital equivalent to 130,0008 per kilometer.

—The Caumercio, of Ignape, São Paulo, of the 1st inst., notes the arrival at that place of a party of ciril engineers under the direction of Dr. Emilio Rahe, who are charged with the preliminary survey of another Matto Grosso railmay. The proposed line is to start from Iguape, which is to be made a port through some improvements in the river and at the bar, and will pass through Juquia and Faxina units way westward. The surveys are being made at the cust of a French company.

—The Brazilian legation at Paris remits two proposals for the construction of the "Victoria a Nativialade" railway, of Espirito Santo. Exaristo Camargo de Athayde Moneorvu accepts the guarantee of 6 per cent upon the capital agreed upon and proposes to construct the road within three years from the beginning of work. The "Compagnie Générale des Chemins de Fer Bré-iliens" proposes to make the preliminary surveys with Brazilian engineers, leaving the question of cost and guarantee to be settled hereafter.

—By provincial law No. 2853, of October 27th, 1881, the province of Minra authorizes a renewal of the contract for the "S. João d'El-Rey of Oliveira" railway, upon the following bases: a reduction of the guaranteed period to thirty years; an elevation of the guaranteed eapital to 0,000, 1005; the interest to be paid in cash, with a pleige by the province for 6 per cent. on all sums not paid at the stipulated time; and the preferred right to construct a branch to Ribeirão Vermelho, on the Rio Grande. The directors of the road are now engaged in locating the route between S. João d'El-Rey and Oliveira.

—The number of Brazilian railways guaranteed under the provisions of the legislative act of September 24, 1873, is eleven, whose aggregate capital is 89,807,104\$151, on which the guarantee is 7 per cent per annuto, excepting the "Quarahim a Itaquy" line where it is 6 per cent, on 6,000,000\$. Of these lines only one—the São Paulo and Rio de Janeiro—is wholly completed, and one—the "Quarahim a Itaquy"—is still under survey. The total extension under traffic is 598.7 kilometers, under construction 1,086.7, under survey zoo, total 1,885.4 kilometers. The lines are the "Natal a Nova Cruz," "Conale d'Eu" (Parahyla), "Recife a Limocito," "Mación al Tuperatir," "Baha Central," "Campos a Carangola" and branches, "S. Paulo e Ro de Janeiro," "Paranaguá a Curityla," "D. Thereza Christina," "Rio e Minas," and "Quatahim a Itaquy,"

—The government declines to allow an item of 100\$ per month for attorney fees in the expense account of the São Paulo Railway Company.

—The minister of agriculture has authorized the directors of the "Bahia ao S. Francisco" railway to make the necessary surveys for a branch from Alagorinha's to Timbo.

—Although the capital of the "Bahia no S. Francised" railway, as represented by the shares at par, is only a little over 16,000,000\$, the line has cost the national treasury about 25,000,000\$ since 1860.

—The total extension of Brazilian railways, including all state, guaranteed and private lines, is 3-911-9 kilometers under traffic, and 2,931 kilometers under construction, making a Total of 6,842-9 kilometers in all.

who meters in all.

—The government has refused to grant the authorization asked by the Compagnic Genérale des Chemins de Fer Brésiliens for making surveys at its ours cost for the prolingation of the Parana rail-way to the Rio Barana, nith a branch to Castro, on the hasis of the authorization granted for the Alagions survey between Macció and Villa da Imperatriz.

—The total extension of Brazilian railways, guaranteed under laws of 1855, 1857 and Sept. 10, 1873, is 3,88.3 kilometers under traffic, 280 2 under construction, and one line out yet definitly located. The aggregate of capital guaranteel is 78,055,4688-322, on which the guarantee is 6 per cent, excepting 10,000,000 6 on which it is 9 per cent, excepting 10,000,000 6 on which it is 9 per cent. The lines are the "Recife ao S. Francisco," "Santus a Junifially" (S. Panlo R.R.), "Rio Grande a Bage" (uniter construction), and "Caccapy a Uruguayana" (under surrey).

LOCAL NOTES

-The Emperor conferred four new titles on the 20th inst.

—The Diario Official has reduced its subscription to 16\$ per annum.

—"Naeg Nacg" is the name of place in Bahia. Maine papers will please copy!

—h is reported that the Emperor has chosen Martinho Campos to fill the senatorial racancy from

—On the 30th of June last the capital fund of the monte-pio of government employees amounted to 5,450,000\$.

5.450,0005.
—The Emperm has conferred the title of Visconde de Paranaguá upon Counselor João Lustosa da Cunha Paranaguá.

—Francisco Ferreira de Morars has asked the government for a emecssion for the manufacture of fabrics from a plant called gravitá.

—The Gazeta de Noticias says that the government has granted 120,000\$ to the Associação Inhustrial to aid it m making a Brazilian exhibit at Buenos Aires.

—The official tax on animals killel for consumption at the Santa Cruz slaughter house is as follows: beeves 25000 each; hogs 400 rets; sheep and guats 200 rets.

—We note with pleasure that Dr. Fraucisco Leopoliino de Gusmão Lobo, of this city, has been elected a curresponding member of the British and Foreign Anti-Slavery Society.

—We regret to announce the death of Robert James Shalders, Esq., British rice-consul at this capital, which took place at his residence in Rua de Santo Amaro on the 22nd instant.

—The Italian steamer Colombo, which arrived in port on the 14th inst., brought 931 inmigrants. Of these, 457 left for Santos on the 15th, and 380 for the southern provinces on the 17th.

—We beg to call the attention of the new prime minister to the immunerable errors in the official statistical reports. Windl it not be well to make a revision, and publish a sheet of creata?

—Imperial decree 8,377, of the 14th inst., specifies the order in which the general lotteries shall be drawn during the present year. There are sinty of them—all authorized by general laws.

—Imperial decree 8350, of the 24th ult., approves the statutes of the Companhia Fluvial Maranheuse with some slight modifications, and authorizes that company to transact business.

—The minister of agriculture recommends the construction of an exposition edifice, and a national museum on the grounds left vacant. By the remoral of the public slanghter house.

—We take pleasure in calling attention to the annual report of the Semant's Mission of this port which is given in another column, and also to the call for a meeting of the Committee on the 26th. The good work which this mission has been able to accumplish under the patient and persevering efforts of its missionary, Francis Curran, Esq., are deserving of the most grateful consideration on the part of the public. There are several highly deserving charities in this city, but none of them are deserving of more praise and generous help than this.

—By a decree of the 31st ult, the government grants permission to Domingos Muntinho, José Rodolpho Monteiro, Rubert Normanton and Willam Burnett for mining petroleum in the ralley of the Kio Parabylia, 8ão Pauli.

--The frequently-repeated rumor that the Emperor would recomment some measure at the opening of parliament fur facilitating emancipation, purses a delusion. The Emperor rloes not seem to have had the slightest intention of taking such a step.

—An official order of the 17th inst. dismisses Dr. Hermann Blumenau, Henrique Are Lalleman, Theodora Kleine and Henrique Saudreecki from their respective offices of director, clerk, assistant, and Protestant pastor of the Blumenau colony, Santa Calbraina.

—During the two years 1879-81, the receipts of the mont-pion of the government employees amounted 10 937,2988032, and the expenditures to 1,251,-1748075, leaving a deficit of 313.8768943. This, however, was more than met by the lutteries conceiled by the government which produced in all 515-7388.

—That the printing affices are almost sufficiently protected, is shown by the abandonment of all printing and advertising earls and circulars, and all kinds of ammercial blanks, etc., in the easton bruse. The artifate of customs sales are not unprofitable reading more-adays.

-- Under date of the 31st alt, the minister of finance addressed a circular letter to the presidents in the several provinces, asking fin special information upon the present state and character of their industries. The purpose of the impirey is to determine what industries are in need of protection.

—The customs authorities apprehended a large inpanity of contraband goods on the German packet. Fully trains on the 15th mat. The capture included roady made elothing, thy goods, watches, rerolvers, cigars, unthrelas, etc., and riere concealed in the foce part of the vessel. Our German coursins seem to be having had lack in their late enterprises.

—The illumination of the streets public gardens and signares of this city is effected by 6,255 gas burners, and 1,624 globe-gas lamps. For the year 1886 the cost of the former nas 598,6178639, including the cost of exchange of 101,4084, and for the stall of 1881, it mas 326,0018392, including 65,5188365 as the cost of exchange. For the globe-gas service the cost in 1880 was 110,1758385, and in the first half of 1881 it mas 80,5308021, including an expenditure of 20,2308 for new lamps.

—With the beginning of the current year several important modifications, have been made in our energising contemporary, the Ferrista de Engunharia, in hich are mouthy of general and unqualified praisa. The Krista has been changed from a mouthly to a semi-annuthly publication, the stee of page has been considerably nethecol, and an entirely new dress and make up have been adopted. In size and appearance the Krista non-compares favorably with its engineering contemporaries in Europe and the United States, and in its character as a class periodical it now ranks second to none. The new form of the Resista can not fail to meet with that general commendation which its enterprise and sincerity long since carned. It has our best wishes for its success.

A FLOATING EXHIBITION.

The Liverpool correspondent of the New York Commercial Rulletin writes as follows concerning a new "drumming" enterprise:

The latest commercial movelty is a "floating commercial exhibition for visiting the principal ports of wrold in the capacity of manufacturers' agents" which is being promoted by Messrs. Fry & Co., of London. The wenture is, as its title implies, for the purpose of bringing merchans into direct contact with customers or possible customers alread, and to open up hasiness where it is difficult to obtain adequate accommodation for the exhibition of samples. The salient leatures of the plan as set borth in the purspectus are, "the dispatch of a large steamer, specially adapted for the purpose of a floating commercial exhibition. The steamer suggested for the purpose is of 2,640 tons register, in which arrangements will be made for a large number of sample rooms for the display of any variety of goods, with an agricultural machinery, we. Spaces for showing large samples, such as agricultural machinery, we. Spaces for column will be let oft an certain prices, measuring from 6th, yff. In the first will be found that such a space will effectively show most descriptions of manufactures. Those firms who require a larger allottaent will be able to have their wants provided for up to almost any extent." The trip, it is proposed, will last a twelvemonth, and the ports to versien will be those of the Cape, Australasia and the cast and west coasts of South America, in the coder manufactures, in the

This, we imagine, is equal to anything projected by the enterprise of business men on the American side of the Atlantic."

THE RUDGET FOR 1882-81.

The landget presented to the General Assembly on the 19th instant estimates the national receipts and expenditures for 1882-83 as follows:

RECLIPTS (

Imports	65,000,000\$ 1,850,000\$
Desparlio maritimo	320,000\$
Exports	
Interior taxes	36,245,500\$
Extraordinary	1,443.3110\$
	123,283,000\$*
Special revenue	1,200,000\$
Authorization to emit treas-	
ary hills to amount of	16,000,000A
Authorization for a 5 % luan	

	UNDENDITORES	
epartment	of empire	9,332,418\$53
do	justice	6,767,000\$89
do	fareign affairs	910,906 666
do	marine	10,605,295\$145
do	Williams	14,436.0761392
do	agriculture	23,238,506555
do	france	61,944,923 45

do do	agriculture	23,238,506555 61,944,923\$45
		27,334,118\$73,3
ereilits, s	ary and extraordinary	g,540,781.\$369
Special cres	pecified	27,909,110\$75

Annegat	deficit		784,010\$861 301,010\$861
Apparent	Pt pale		

LEDITE DIENC ALKINGSTO
for September 30, 1881.
Foreign debt, at par 144,057,777\$778
Internal dest: 6 per cent, general applices . 337/513, 100\$000
(lo han 1868 23,588,000\$000
412 the the 1879 47,030,500,500
Private and old loans \$43,542,5000
Faper currency
Tienani) immerialiani in i

Net deposits, including emanci-pation fund. 35.517.161\$213 806,250,2365064*

A COFFEE EXCHAYGE.

A coffee exchange is in the process of organiza-tion. It will be the first of its kind in the world, and hids fair to be an important addition to the trade of this city. Articles of incorporation bare been drain up and signed by a majority of the lunkers and some of the jobbers and importers. As soon as the signatures of the others are secured the organization will be proceeded with. There is no opposition to the enterprise, and the idea appears to be well received throughout the trade. The intention is to organize an Exchange on the

he well received inconfiguration the trade. The intention is to organize an Machange on the model of the Produce and Cotton exchanges, and to enact uniform rates of commissions and rules presenting grades for coffee imported. Samples of orifice will be exhibited by all the jobbers; "calls" will be instituted, and coffee sold for future delivery, the

The object sought is not so much to facilitate speculation, though this is a feature of the enterprise, as to revire and restore the trade of New York. Western cities are now importing direct and often undersell New York. Rindle Janeiro, by its often minerseit (247 Mix. Kan ie Jauerin, my calle communication, thorroughly understands our market; and her merehants instead of selling to our importers, are consigning goods to this market and disposing of them through agents. Then, auction sales have been instituted, which the brokers claim nill drive them out of the business. Altogether, the trade is said to be in an extremely unsatisfactory the trade is said to be in an extremely unsatisfactory condition, and is rapidly decreasing. The exchange will, it is heliered, harmonize all interests and furnish a powerful inducement to outside buyers to purchase in New York. There has always been more or less speculative

There has months not mirror ross spectrative trading in New York, and cargues are not soil to arrive mouths ahea I. This has, also, to a certain extent, been tone abroad. The Rixchange will facilitate future trading as well as increase cash transactions. The cuffect trade is very lurge. About \$\$0,000,000 worth of coffee is imported annually. New York Commercial Bulletin, November 30, '81.

THE final census revision gives the United States a total population of 50, 155, 783.

The total amount of coin and currency in the United States on the 1st of November last, according to the comptroller's report, was \$1,455,631,602, as follows: gold coin \$562,568,971, silver coin \$186,037,365, legal tember motes (greenbacks) \$346,681,016, national bank notes \$360,344.250. The total number of banks, in the United States,

on the 1st October last, organized under the naon the 1st October last, organized under the na-tional banking laws, was 2,132. The aggregate capital averages about \$450,000,000, and the de-posits about \$500,000,000. In the 18 years since the system was adopted the losses to creditors have been only \$6,240,000, or about \$346,000 per

This original £500,000 given by Mr. George Peahody for the erection of model longing buildings in London, has now become £870,000 by the accu-mulations from the rental. The entire expenses of mulations from the rental. The entire expenses of management of the trust censis less than 2,800 per annum. The deaths in the Peabody buildings, calculated upon 16 years' experience, have been at the general death rate for 15 per 10 per 1,000 per annum, while the general death rate for the metropolis during the same period has been 23 4 to. The ideath rate in curvided districts summathing the buildings may be taken at 30 m 40 to the 1,000.

From The Gover, New York, Navember 12.
THE COFFEE AND SUGAR-PRODUCING COUNTRIES. SPAIN.

The only putton of Europe where can sugar is still produced is the south of Spain. Production there is not very important, for it loes not exceed 10,000 tons annually, but it existence has had considerable bearing till now on the trade of Cuba, Porto Rico and the Philippine Islands with the mother country in this staple. This industry required, or at least insisted upon, protection, and the colonial sugar was accordingly saddled with a righer heavy import thity. Only quite recently, since Cuba and burto Rign have been declared pros-nices and have their deputies in the Cortes, has mees and have their deputies in the Cortes, has there been an adactment in this respect. The sugar-nate hetricen Spain and her culmies is hencefor-ward likely to become much more important than it has been hitherto. Consumption under a moder-ate duty will increase of the perdusula, the jurge so as Spain is prospering once more, and will continue as Spain is prospering once more, and will continue to it in so, probably, if internal and external peace be preserved. Whether came cultivation can thrire there is illout a protective thery, is doubtful; perhaps a may, a falsor is abundant and cheap. Sicily, in the 12th century, was the first Euro-pean country where sngar came plantations were started. Soun after the Moors of Spain introduced the gage in Valencia, Granania and Muricia. Thence

it extended to Portugal, and finally, early in the 15th century, it was cultivated in the Island of Ma. mena and the Conary Islands. From Comera, one of the latter, Columbus Inok it to the West India islands in 1493. It began to theire in St. Domingo as early as 1506. That ever since it was first taken to Valencia, it should have persevered in the south of Spain, is certainly a remarkable fact. the mark so

at Spain, severally dry containing the the summer time it requires a good deal of frigation.

The import of sugar into Spain in 1879 was 33,-325 tows, and in 1880 28,474 tows. In 1878 it had been 29,427 tons. It therefore fluctuates between 28,000 and 34,000 tons. Assuming the present average to be 31,000 tons, and adding thereto 10,000 tons of native sugar, we have a total of about 40, 500 long consumed by 16,500,000 people, or 5,55 principly per capita of the population, while the 50, noo,000 inhabitants in our country impact \$80,000 tims, and with 129,000 tims Louisiann and maple sugar actually absorb some 920,000 tons, or 41 ¼ pounds per head. In other mords, we consume about eight times as much sugar as the Spaniants du; yet as a general thing Southern countries con-sume more sigar than Northern ones. But in the case of the United States, the large sugar consumpplace to general prosperity, and in the second place In habit and a cortain amount of maste.

COMPANHIA CANTAREIRA E ESGOTOS.

Metermingical observations taken at Braz, in the obly of S. Paulo, during the year 1881

Ling 16° 36° 46° W. (Greenwich 1 Height of banneter 2,393 ft. above mean sea level. The of rain gauget 2,378 5 ft. the dos.

ANNUAL SUMMARY.

Mayinaun pressure at time of observation at 9 a.m., 9 p.m. on 17th and 9 a.m. on 18th August 27,092 inches, Minimum pressure at time of observation at 9 n.m., 14th November, 27,428 inches.

entour, 27,428 inches. Maximum pressure at time of observation research in 32° Fahr, ntimean sea level at q.p., nt., 3th August, 30,416 inches. Midipini pressure at time of observation corrected to 32° Fahr, at mean sea level at q.a.m., 14th November, 32,657 inches.

Faltr at mean sea level at g a m , 14th November, 11th event to the control of maximum of thermometer in shade, 19th October, 19th event to the control of t

HENRY B. JOYNER, M. L.C. E., F. R. G. S. & F.M.S. Engineer in chief.

SUMMARIZED OBSERVATIONS.			
Means	fantary fe-bruary March April April April July Junc July August September October November December	1	, n , q , q
27 712	27 628 27 663 27 701 27 701 27 701 27 826 27	a 9	
27 699	27 603 27 603 27 603 27 707 27 707 27 803 27 818 27 818 27 678 27 678 27 678 27 678	B 6	Mean Pressure
30 058	29 29 29 29 29 29 29 29 29 29 29 29 29 2	9 0	Pressure Corrected to 3.º F
30 046	29 99 99 99 99 99 99 99 99 99 99 99 99 9	e e	to 30° F
64 0	7.5-7.5-5-5-5-7. 3.5-7.5-5-5-5-7. 3.5-7.5-5-4-5-4-7	? 3	
61 0	84 54 54 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	P 0	
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55-8	21224400000000 2222444000000000000000000	, ji s	Air Ten
1	2+++0000000000000000000000000000000000	Abs. M Temp.	Тепреган-
1	314 27 % 26 314 27 % 26 314 29 hh 24 h 24 h 24 h	M. « imum p. Day	
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94	85 6 1 1 5 5 4 7 5 7 8 4 1 5 1 1 7 5 8 4 1 1 7 5 8 4 1	Total	
31 94	#54439434488	Max	Kain full
Total	2017 4 20	Day	

COMMERCIAL

I	Par value	of the Brazil	ian mil reis	January (1\$000), gold	23rd, 1882,
	do	do	do	do in U S.	
	do Na	\$1,00 (1), 3	i, coin) lu 1	per £1. sig. Brazilian gold. Hinn gold	ı \$837

hank rate of exchange on London to-day	20561
Present value of the Brazilian mil reis (paperl	764 rs. gold.
the do do in U. S. coin at \$4 80 per £1. stg. Value of \$1.00 (\$4.80 per £1 stg.) in Brazilian	41 -25 Cts
enrency (paper)	2 424
Value of £1 sterling ,, ,,	11 636

ENCHANGE.

minary (4.—The English Rank and the Bailen Commercial adopted to-day the rate of 2rd on Lamlon, which is a reduc-tion of (4d) on that of yesterday; their rates were:

Jan. 17 -The English Bank and the Banco Commercial affix-

an. 17 — The English Bank and the Ba ed to day the hilowing rates:

20 M on Lumbin
458 on Paris
507 on Hamburg
2844 on New York
256 % on Paringal

withdrawing then ngain after 1 pn. when they drew at 20% on London and 238 %, on Portugal. Private paper on London was negotiated till 1 pn. at 20%—25 15% on and 11.8 you for wark to 20%. Severeigns sold at 11.8 you and 11.8 you for Jan. 19, then for each 11.8 you collers, 11.8 60 or 10.8 you for the 10.8 you collers, 11.8 60 or 10.8 you for the 10.8 you for th

the other banks also drawing at 20% Little business was done at 20% bank and 20% private paper on London. Sovereigns sold at 118,000, 11880 and 11880 cash, closing buyers at the latter figure.

ugin sere currently opened to day with the same rates as on Saturday, viz; 20% bank and 20% private bilk on London, but there is more framess apparent.

Excess of Expenditure over Revenue.....
The revenue was derived from the following

120,368,084 093

against in 1878-1879 ... shinning a decrease of ..., a1,720,932 017

To meet the above mentioned descit of 29,877,076 393 To meet the above mentioned idefeit of ... 29,877,095-392 and the further expenditure of 8,855,509-801, viz: Treasury mues called it ... 8,857,003coo Advisuced, to proxime of Kiro 18,247,2149 and cess to Carmigola R. R. Service of Carmigola R. Se

in all ... 38,629,386 194
The travery disposes of the following resources:
Balance of deposits in 1879-1880 ... 795,991 100
Edition of Apolices ... 795,991 100
do of Apolices ... 612,000 000
Balance al 1876-1879 ... 31,662,889 886
Deficit in 1879-66 as supplies not indemnified
to 1880-81 ... 61,321,207 708

had at least one third of the 31,262,887\$886 represents un-recoverable or doubtful assets, so that the actual deficit for the year is over 16,000,000\$.00.

recoverable or doubtful axesis, so that the actual deficils for the year is over 16,000,000\$\(\text{cos}\). So, the actual deficils for the year is over 16,000,000\$\(\text{cos}\). Oo.

The following table shows the actual revenue and expeniliture of the Empire of Brazil during the last so financial years:

\[
\begin{align*}
1/\text{cos}\) Revenue
\[
1860-64 \quad \qqq \quad \quad \quad \quad \quad \quad \quad \quad \quad \qqq \

being 7,1° on.... 9,900,000\$ or....693,000\$
6₀° on... 9 200 000 or....552 000

total guarantee 1,245,000\$ per annum

Aggregate deficits for the twenty years 1860-04 to 1879 85..... 629,917,620\$470

[&]quot;These totals and items are taken from the Dirich Official of Tornal do Commercia. We can not account for the errors computation.—Fol. Acros.

(There is an error of too,000\$5000 in one of the above guarantees for the correct total would give 19,200,000\$5000 instead of 19,100,000\$5000. We have referred to the official report just presented by the minister of agriculture to the chambers, but, strange to say, this official document contains the same error.—EA, News.)

ains the same error.—Ea. Nowe,? From this responsibility, however, there might be deducted as purely monimal, that of $\theta^{\alpha}|_{0}$ on the capital of 1,500,000\$, mananteed to the Quissand factory, amounting to 90,000\$, axing the government with an annual responsibility of

Railroads

These are guaranteed as follows:	
By laws of Sept. 12, 1855, Aug. 26, 1857 and Sept. 10, 1873, 7" o on	7 3,055,468 \$ 332
By law of Sept. 10, 1873, 6% on the provis- ional capital of	10 000 000 000
By law of Sept. 24, 1873, 7ºla on	83 807 ro4 151
de 6ºlu on'	6 000 000 000
	177 862 572 483
Or deducting the guarantee to the Santos a Jundiahy R. R., which has become no-	
minal	23 555 850 000
lates	154 306 722 483

being 70 to an 138,306,722\$483 or 9,681,470\$574
60 to an 10 000 000 000 00 960 000 000

10 641 470 574 per annun

SALES OF STOCKS AND SHARES

January 13.

48		,070 000
3	du of 500	1,055 000
100	Banco do Commercio and serie	100 000
30	do 1st serie	220 000
48	do do Banco Industrial, till Jan. 31, bnyers op'n.	231 000
79	Banco Industrial, full Jan. 31, buyers op it.	151 000
20	Banco Predial	225 000
50	do	230 000
50	Carris Villa Isabel	245 0UO
100	Dec. 11 man Incompany	10 000
77	Macahé e Campos R R	250 000
100	do till lan. 31, briyers op'n	255 000
50		117 000
83	Docas D. Pedro II	171 000
10	Banco Predial hyp. u ,	8214 %
150	do [outs.s]	821/2 %
	anuniy 14.	
		1,070 000
77	S's per cent apolices	1,070 000
275	Provincial apolices of	101 970
¢∞Ω,ρ 5	Banco do Brazil	298 000
20	Banco do Commercio (onts. sale)	222 000
100	Brazil Industrial	230 000
100	Leopoldina RR. till Jan 31 buyer's op'n	235 000
100	Sorocabana R.R. [outs. sale]	117 900
60	Petropolis R.R, with div	180 000
95	Leopoldina debentures (outs. sale)	200 000
30	Macabé e Campos debeniures (outs. sale)	95 %
89	Integridade Insurance	70 000
8	Alliança Insurance (ours, sale),	28 600
TOU	Docas D. Pedro H do	180 000 82 %
\$10	Banco Predial hyp notes	°2 "/•
	January 16,	
50	Banco Industrial	234 000
50	Banco do Commercio and serie [outs s]	96 000
100	Docas D. Pedro H for Jan 19	180 000
100	do for Jan 31	184 600
3	Argos Fluminense Insurance	525 000
4	do	530 ONU
50	Allianca Insurance	29 000
50	Integridade Insurance	72 000
20	do (outs. sale)	72 000
33	Carangola RR	198 000
32	do (outs sale)	200 000
25	Leopohlina R. R	238 000
22		113 000
17		255 000
JUR.	11 11 11	94 ⁰ 70
170		95 76
1.5		901/2 %
102		901/2 %
35	Banco Predial hypth, notes	825 %
150		82 76
	January 17.	
8		1,300 000
24	1 1	272 000
41		272 000
51		19 000
59		235 000
27		198 000
200	Carris Villa Isabel	245 000
200	Docas D. Pedro H for Jan 31	184 1-00
50		82 %
-		
	January 18.	,
	Six per cent apolices	1,065 000
10		1,066 000 102 °[,,
5,000\$	Provincial apolices	103 °lo
168 6	do of 200\$	235 000
6	things thursday	-55 000

50 Docas D. Pedro II	
50 do 185 000	ш
140 do till Jan. 31 buyer option. 185 000	D.
50 do (onts. sale)	1
10 Carris Villa Isabel 245 000	ľ
roo Banco Predial hyp, notes of Dec. 1 82 %	ш
January 19.	l
54 Six per cent apolices 1,066 000	ŧ.
25 Provincial apolices of *00\$ 103 %	n
250 Banco do Brazil, till March 15 305 000	ш
20 Banco do Commercio 220 000	ŀ
25 Banco Commercial 235 000	١.
100 Integridade Insurance 72 000	
50 Sorocabana R. R	н
150 Sorocabana R.R. for Feb. 15 to March 31 118 500	Н
50 Docas D. Pedro II, till Jan. 31 185 000	П
535 Banco do Brazil hypoth, notes (6c) 941/2 %	U
January 21.	П
5 National Loan 1868	U
13 Banco do Brazil 295 000	U
20 do 294 000	Đ.
80 Banco Commercial 235 000	Л
30 Banco Industrial 240 000	II.
50 Alliança Insurance 29 000	1
5 Alto Muriahé RR 60 000	1
15 Sorocabana R R., from Feb. 15 to M'h 31 119 000	1
30 Sorocabana RR. (out sale)	1
WARKET REPORT.	1
Rio de Janeiro, Jan. 1311, 1882.	ı
Exports.	

Export.

Exp

This decrease in the cost has promoted sales to the extent of \$\oldsymbol{\text{S}}\) to the date, the greater part of which is for the United States. Continued heavy mins in the interior have prevented any sensible increase in the receipts, but such an increase must un-doubtedly be looked for as soon as the weather becomes more settled. settled

settlet.

And in view of that certainty and the proor prospects of an early improvement in the over-leaded European ports our market closes very quiet at the quotations which we give be low though they, as far as the lower guides are concerned, do not, in many cases, cover the cost of transport 10 and expenses in Bo.

ni Kio.	
The clearances have been:	
United States:	bags
Jan. 14 New York Blg str Hipparclus 2	4,991
16 New Orleans Br bgu Shepherdess	4 777
17 Baltimore Am bk Gamaliel r	1 779
17 do Am lug Spotless	8 000
Europe.	
Jan. 14 Bordeaux, Lisbon Fr str Or enoque	739
18 Antwerp, Copenhagen Gr str Berlin	1 900
19 Hamburg Grstr Riv	2 330
10 London, Liverpool, Antwerp Blg str Tycho B.	6 122
Elsewhere:	
Jan. 19 Valparaiso Br str Valparaiso	546
Receipts since our last report have averaged 8,208 bag	s per
day and the daily average since the 1st inst, is now 7.91	5 bs,
against 10,206 bags same per in Jan 1881	
,, 4,721 ,, ,, 1880	
,, 0,271 ,, 1570 7.670 1878	
1 " 3"" " " " .aia	
1 0,745 ,, ,,	

11		,,	11	1877	
We quot	e, per 10 kilos:				
	Washed		nominal		
	Superior		350 - 4		
	Good first		000 - 4		
	Regular first	3	000 3	750	
	Ordinary first	3	250 3	400	
	Good second				
	Ordinary seco		200 2	400	
and on this	basis cargoes m	ay be quo	ted:		
		p 10 kilos	per cwt	per lb.	
Prime Un	ited States	· 4-550=	407	9.98	cı
Good	**	4,100=	42/	9.10	17
Fair to goo	id ,,	3,900=		8 72	"
Fair	**	3,800	39/4	8.51	**
Good Char	nel	3,500=	36,8	7 93	**
Fair ,,		3,300=	34711	7-54	**
Low ,,		2,700=		6.37	**
(£ 0. b. c.	x freight and cor	mmission,	exchange	20% in ste	rlin
and at par	in American gol	ld)			
Stock is	estimated to-day	y at 235,00	o bags.		

Stock is estimated to-day at 23,000 tags.

Import.—The arrivals since our last report consist of 125 loap, per Toholes from Kiver Plate 10,700 half loap per Uther's from Chilipsipo barrier per Day Star from Richmond 4,325 "Tempher from Italiamore 3,000 "A dief from do."

3,000 , Astrefrom do.

The sales since same date have been about 15,000 barrels and stock in first hands to-day amounts to about 43,000 barrels.

ie;		
	Trieste	22\$500-27\$000
	Gallego	22 500-23 000
	Haxall	22 500-23 000
	Dunlop	22 500 23 000
	O'Dance	21 500-22 000
	Mc Cance	21 500-22 000
	Baltimore	21 500-27 500
	St Louis	21 000-21 500
	Piver Plate	19 50020 500
	Chili	17 000-17 500

Market firm

Market firm. —There have been no further arrivals and the narket remains firm at 43500—44\$000 per dozen. White Pine.—No arrivals but market fully supplied. We quote nominally too reis per foot! Sprice Pine.—No arrivals. There is a fair demand and 38\$-Spruce Unit.—No arrivals. I arrotemana and 387-500 per dozen would be paid for a good carge, continues firm at 41\$500 per dozen for prime Westerwick cargoes. Krosene.—No arrivals. Market quiet at 1\$500—7 100 per

case for Devoe's Brilliant. case for Devoe's Brilliant.

Lard —No arrivals. In view of the small supply the firmness
in the market has increased and prices have further advanced.

In first hands there are no stocks and from second hands sales.

in nort mands mere are no socies and non-second mands saves are being effected at a respect to the form of the society of the

Market firm at 95000-9 500 per barrel.

Coals-Arrivals t,836 tous per Siberia from Cardiff 1 693 "Georg from do 700 "Jane Use from do

r company's account. In the absence of sales prices continue nominal.

600 "Riofton do.
The market continues from at \$4800—4 900 per bag.
Cranent-No arivals. Market from and prices unchanged.
We quote:
English \$5000—8500
German 6 900—6 900
French 7 900—5 900

Buttor—Arrivals me from Genox
30 carles per Perlan from Genox
30 carles per Vieto from New York
33 cases per Eliv from Sambampion
45 "Liefpertaire from Hamburg
1,005 cases and 200 barrels per Timera ville from Hard
1,005 cases and 200 barrels per Timera ville from Hard
1,005 cases and 200 barrels per Timera ville from Hard
1,005 cases and 200 barrels per Timera ville from Hard
1,005 cases and 200 barrels per Timera ville from Hard
1,005 cases and 200 barrels per Hard
1,005 cases and 200 barrels per Liefpertaire from Hard
1,005 cases and 200 barrels
1,005 cases and 200 barrels
1,006 barrels
2,006 barrels
2,007 barrels

do sundry brands 5 000--5 500
Colfah, A-niriwsky zellou from Li-bon
20 cases per Magallou from Li-bon
414 "Folparathe from Hamburg
2,200 tubs Leafy Mary from Gaspé
The market is now well supplied and though retail prices as
still 3250---6 000 per tab, some reduction will probably hav
to be usade when further supplies are coming in.

SHIPPING NEWS.

ARRIVALS OF FOREIGN VESSELS.

TANCART 18 Victoria; 403 toms Dubost, 53 dS; FORRIGN SAILING VESSELS IN THE PORTOR foor to Wencels of Gainanaics.

—The Hacturig, of Leer, from Hamburg for Rosaria, put into Portsmouth on Dec. 18, having been caught in a gole a heavy was struck her and carried away part of bulwarks on port vide and part rail on poop, starboard side, two boars and everything movemble on deck, including at carsks acids (deck cargo) and filled the cabin four sails were also blown away.

cargo) and filled the cabin; four sails were also blown away.

—The Sw, bk. Alma, from Cette for Pernambuco, wine and salt, pin into Malaga on Dec. 12, with loss of bulwards and rail on port low from forward to nuizen rigging, also foretop mast says sail and jib shift gear, and 4 standborns broken, having been in collision on Dec. 3 in the Gart of Ghabina with an Austrian or Italian bark, name unknown. The Alma is making no water. A survey will be held.

FREIGHTS: Sailing-Vessels; | London | 50 | Liverpool | 59 | Antwerp | 49 | Hamburg | 49 | Hawre | fr. 50 | Bordeaux | fr.40-45 | Marseilles | fr.50-60 | New York | 50cts

ARRIVALS OF FOREIGN STEAMERS

DATE	NAME	WHERE FROM	CONSIGNED TO
9 14 9 14 9 17 9 18 9 18 9 18 9 19	Colombo It Orénoque Donati Br	Southampfon* and Hamburg* 23d Genosi* 22 Kiver Plate 4 Liverpool* 26d Santos 24h Santos 24h Liverpool* 22d Santos 26h Santos 26h Haver 29d	Royal Mail Ed. Johnston & C Fiorita & T Messageries Mar, Notton M'w & C do drandes & Co Wilson Sons & C Ed Johnston & C McCulloch Peech A, Leulia & Co

DEPARTURES OF FOREIGN STEAMERS

DATI	NAME	WHERE TO	CARGO		
11 11 11 11 11 11 11 11 11	3 Paranagná Gr 5 Gréneque Fr 5 Rubens Br 5 Hupparchus Blg 6 Colombo It 6 Elbe Br 7 Valparaiso Gr 18 Berlin Gr 18 Leibnitz Br 10 Eycho Brabe Br 10 Valparaiso Gr 6 Valparaiso Gr	Hamburg* Rordeaux* Antwerp* New York River Plate Samos Samos Bremen* Southampton* Hamburg* Southampton*	Coffee Sundries Sundries Sundries Sundries Sundries Sundries Sundries Coffee Sundries Sundries Sundries		

* Calling at intermediate ports.

florr to Wencesláo Guimarães.	FOREIGN SAI	LING VE GLNEIRO.	SSELS IN TANIAR	THE PORT OF Y 2181, 1882.
FAN. 15. CANGDON—Dr ble Camelot; 520 tons. Williams; 110 ds, rice to	***************************************		,	7 214, 1362,
Watson Ritchie & Co. ROSARIO—Gr bk <i>Greifi</i> 316 tons, Dethloff; 30 ds; hay to ord.		3 8		
SSARIO—Gr ok Grey; 310 tuns, Freunan, 30 ds, nay to state —Sp bk Isabel; 159 tons; Roiz; 22 ds; hay and sundries to order.	NAME	TONNA	PROM	CONSIGNER
7.4.N. 16				
IOA VISTA-Port bk Improviso; 606 1008; Cardozo; 29 ds,	AMERICAN	Co. Dan and	15	
salt to Bastos e Souza.	lng Mascott bk Nanne T.Bell bk Templar	343 Pec 20	Fernandina Pensacola.	Lo order To order
J.d.V 17. CARDIFF—Br bk Siberia; 1,272 tons; Wilson; 47 ds; coal to	bk Templar	392 Jan 19	Baltimore	To order F. Clemente & Co
D. Pedro 11 RR.	shp VictoriaCross	11 32		
7 d N. 18	hen Maria Georg	98 27	New Carlist Brunswick	To order
CARDIFF—Gr shp Georg; 1,192 tons; Halenbeck: 54 ds; coal to Mesangeries Marinines.	bgn RosellaSmith	508 Dec 16	St. Marys	To order
to Messageries Mantimes.	bk J W bk Windward	517 16 606 17	St. John NB	F. Clemente & Co W. Guimarñes & C
$\mathcal{J}AN$ 19. KICHMOND—Br bk $Day Star$; 321 tons: Cogan; 60 ds; flour to	bg Laura bk Charles Cox .	077 Jan 1	Cardiff	D Daden II Do
order.	bk Wayfarer	691	London	Burnett Wright &
CALTIMORE-Ambk Templar; 392 tons; McClean; 42 ds; flour	bg Aven bk Chin Yang	555 5	Cardiff	Watson Ritchie & Norton Megaw& Co
to F. Clemente & Co. 7.4 N. 20.		2.18	Gaspe	Trime, Zenha & S'
FASTE—Br bgu Lady Mary; 167 tons; Blackler, 47 ds, codfish	slip Birmingham ship Star of Eng d	1544 10	Cardiff	Wilson, Sons & Co Wilson, Sons & Co
to Salgado Zenha & Co.	bk Camelot	3-11	Rangeon	
PERTO-Br bg L. B. S. 2 219 tons; Harwood; 39 ds; wine to C.	bk Siberia bk Day Star	321 10	Cardift Richmond.	
Ahranches & Co.	bgn Lady Ma /	10/	quaspe	S. Zenha & Co.
7.4 N. 21. LAMBURG Grane Faithe Heteraumller: 210 tons: Gerdan.	bgn Lady Mag bg J. B. S bk Jane Ure	482 2	Openo Cardiff	C. Abranches & C W. Ritchie & Co
HAMBURG-Gr lug Emille Hessenmuller; 319 tons; Gerdan, 63 ds; sundries to Brandes & Co.	CHILIAN		1	1
CARDIEF-Br bk Tane Ure; 482 tons; Hood; 51 ds; coal to	bk Victoria panish			Wencesláo Guimar
Watson Ritchie & Co.	I born H [Baagoe	136 Nov. 2	Il. Ayres	A. Wagner.
	bgn Nasinka		Valparaiso.	Wenceslao G. & C
DEPARTURES OF FOREIGN VESSELS.	bk Cleta	259 Jan	Marseilles	Berla Cotrin & C
TANUARY 13	lug Alona	378 Dec 1	Hamburg.	Brandes & Co
GALAUSTON-Ur bg Ceres; 288 tons; Socken; cofiee.	ber Orient		Mont'video	Souza Ir'o & Rock G. W. Hamann
N. YORK-Sw bk Bare; 332 tons, Soderquist, coffee	bgn Allen Buty bk Maria			G. W. Hamann McCulloch B'r &C
7A.V. 15	sehr Elise	80	Macáo	A. I. Pereira da S
B. Avers—Sp bgn Joven Ana; 314 tons: Cureil; ballast Persamuco—Sp bgn Jannila; 126 tons; Pagés; ballast.	bg Maria bk Greaf,		Marseilles Rosano	Karl Valais & Co
——Sp bgn Indio; 160 tons; Pagés; sundries.	she George	1192 1	Cardiff	Messaperies Mar
Bama-Dan bg Maria; 198 tons, Holm, ballast.	lug E. Hessenmu	119 2	Hamburg.	To order
2.4.N. 17	lug Vinorio C	239 Dec 2	Genoa	E Cresta & Co
N. ORI EANS—Br slip Asiana; 1,211 1008; Williams; ballast	NORWEGIAN bk Ersta	283 Dec 1	Sali Island	C. W Gross & C
Br bgn Shepherdess; 219 tons; Cook; coffee.	bk Folgran	242 2	Cette Cardif	Berla Corrim & C
7AN. 18.	bg Soskummeren swepisit		1	A. Wagner.
HALTIMORE—Am lug Spotless; 424 tons; Chapman; coffee, ——Am bk Gamaliel; 566 tons; Antony; coffee.	bgn Charlotta bg G'g U Neill	190 Nov.2	Cadiz	To order.
N. YORK-Nor bk Primus; 277 tons; Beruldsen; old iron.	lug Pairia	234 2	3 Cadız 7 Trieste	A L. Gomes Lin To order.
9AN.20.	bk Emma	714 Jan	5 Cardifl	E. W. May
Antonina-Am bk II. J. Libby: 631 tons; Pratt; ballast.	SPANISH		ì	
JAN. 21.	bk Terna	185 Nov.	3 Concordia.	S. Hime & Zenha
NORTHERN PORTS-Brocht Bella Rosa; 157 tons; Selles: bl/t.		263 1	O B Avres	S. Hime & Zenha A. Wagner
	bgn Pedro Murul bgn Julito	198 1	o Sultn	. Soura Irmão & C.
-The Gr. bg Sophie Louise, Gans, from Antwerp lot	hgu Triumpho	153 Dec	4 San Nicola	Hime Zenha & S Frias Brothers &
Rosario, railway iron, got aground in the Pas de Ferneuse on Dec. 18. She has since got off and put into Flushing harbor	bg Arrogante E'c	218	8 Linaleguay	Souza Irmão & C
with loss of anchor.	bgn Roger de Flo	174	4 Paysandu. 9 B Ayres.	- Alexandre Wagn
-Theorem of the Am shp. Resolute, which left Rio de Jan-	bun loven tinhr'	201	9 Salto Concordia	- Nouza Irmán X C
eiro on Oct. 18 for Valparaiso, mutinied during the voyage,	hun Mercedes	150	3 Concudia	Souza Irmão &
put the captain, Nichols, in irons and compelled the officers to	bg Moralidad	186 Jan	13 Mont'vide 6 Ajú	o do
take the ship to New Orleans where she arrived and where 17	f bg Anustad	177	7 A10	- L. de Azevedo &
of the sailors were arrested on Dec. 20. During the voyage	1	159	5 Rosario	· To order
Capiain Nichols succeeded in getting out of the cabin in which he was confined, jumped over board and was drowned.	POETFGUESE	1		
was contined, jumped over board and was drowned. It is announced from Trieste [Dec. 10] that the Austrian	bgn Lidador bk T. de Gaya	177 Nov.	8 Rio Grand	le To order . To order
Lloyd Steam Navigation Company intends establishing a reg-	bk Africa			
ular direct service between the Mediterranean and certain,		283 Dec	911. de Ma	Monteiro Bragaly
South American ports. The line will compaise the following	ban Carneiro L.			
ports:Brindisi, Palermo, Gibraliar, Madeira, Pernambuco		41:2	28 Salt Islam	1. N. de Oliverra &
Bahia, Rio de Janeiro, Montevideo, and Buenos Ayres It is			i Boa Vista	lsi Mendes d'Oliveir
further announced that the company has resolved to purchase	bk Linza	268	r Aracain.	C Abranches X
immediately in England six new steamships, each of over 1,200	bk Novo Silencia	324 350 606	ta Boa Vista ta Salt Is'ure	J A. G Samos
tons Liverpool Journal of Commerce, December 15, '81.	bk Improviso			Bastos & Soura

DEPARTMENT OF AGRICULTURE

BUREAU OF PUBLIC WORKS.

COPACABANA.

SEALER PROPERTY will be received for a period of 90 days SEALEM PROPOSALS will be received and a period of so in the Bureau of Public Works, Department of Agicinhus, Commerce and Public Works, for the construction, use and endyowene of a city transary hier, of animal traction, uniting the centre of the city with the beaches of Studisde and Copachana, in confinently with the undue of the plan westing in the same bureau and number the following conditions:

"The line mile at from the Russ des Omires, councer of Rus du Onridor, falluring that eterete that of S. Jivek, and thence by way of the streets Apila, Learson the Veiga and Sant Thereas, with abunch tenemes these by ray of the Rus in Visconic de Managange and Tarressa do Mosqueira, it will continue through the Rus als Counce de Jages which should be prolonged by cutting a tunned through to that of D. Laiza, and thence to the reas of the cardigary artificit is situated on the right side of the arrivaria of fourign riftins, and from which, a mer state harding been upened here, the line will sease into

right side of the accessor in floring affairs, and from which, a more street horizing been papend hear, the fline will sense into the Proga da Ghina, in the disception of the Rina da Granda-mite, inhence it will be different to Ban Helt also Principes. Bifurcating as this point in till extend on one side direct to the Plana de Planuerge, and along it to Rina Psysonida which it will traverse to that of Granda-hars; and on the whet side, direct to Rina Pedictics da Cambelaria and through it to that of Carrialla de Sch through this, in till be extended until it confirms Rinade terrandam from here, through a probingation of the street cital searned to do in the Psysonial fig. and, continuits Compared to the Armada of the Brayannih in probingation of that streetic nill entrumbar in the learning has probingation of Kina (Caraillo le S.), a branch utility extend to Rom Percisi als Silvanul through a thotal or Hornor Kina Pagamin it nill continue by a Street to be uponed between it and that of Pickalos, and by Rom de Turaby to that of Farani, according as the plan indicates, if the definite studies not necord the preference on the variant, abar indicated, in the probagation of Rom do Graumbara, by means of a timel through the Burno do Minnol, Novo to the Rom Farani, and Dina, it will be thiered to the latter and, traversig it, will extend by that of Aveningdo, sending out a branch by the Roma Standibin and Figuricials.

The Roma do Aveningdo and le D. Marania baring been

extend by that at Assunipso, senting our a format my use Kana Bandhia and Figurieito.

The Ruas th Assunipsio and de D. Mariana haring been preloning through they join, it roll extend through these to the Rua de Tailos os Santes, a branch separating here for Rua at a Real Gamdera, the line extending by way of Rua do Gen-cial Folydror, Kua du Hoqurio de Peiho II and Praix di Sandhade in the Military Schnol.

For reaching the Pairis de Courcalanna the line should either be purhouged from Rua at Real Gamdera by meass of a time-le, in staring from the crossing of the Rua do Hoppido de Petho II with Rua da Prosegem, the line will continue by this to that of Guappinitius and to the Moun do Lene coal, cross-ing by means of a transel, until antiving at Rua de Bernanda de Vasconcellos on the will beach.

the Vasconcells on the said hearth.

The track should be rough beto een the interior faces of the rails and can be drubbed in all the streets which have not less than 1 meters of beauth, the sque hetween tracks being not less than 1 meter in the minimum.

The rails should be growred, and should have a weight of 16 kilogrammes per limear meter at the less. All the fracel mortalist and orbid and support of the less quality. The cars should have apparatus for preventing therilments and accidents. The breath of the cars should not exceed unto, or make including the side steps.

Within the prodoid fultere months the enterprise (orangerea) should present the plans for the construction of the line to the got crument for approval, which it ill consist of the following works:

works:

184. A plan of the line, showing the grades, radii of curres, stations, and a specification of the property trible will have to be disappropriated, not a scale of 1 to 1,000.

and. Section of tracks:
gad. Projects for the trumels, on a scale of 1 to 2000.

4th. Designs for case for the different services, of the station edifices, of the shups and metchandic storehouses.

No part of the line can run parallel with the mils of the Intumied for dark of the Station can run parallel with the mils of the Intumied for dark of the Station can run parallel with the mils of the Intumied for dark line in the streets served by it.

The line is designed for the transportation of passengers and freight, it being required to have the number of care sufficient for both services, in the judgment of the government.

The enterpise hinds itself:

1st. To construct the line in accordance with the plans approved by the government;

and. To have entires for passengers and freight on Rua the Onsider, at the end of Rua the Pereira da Silva, on Ruas the Passaudh, in Passaugen, ita Real Grandera, on Praisa da Sandalte, and the Universitual;

Prince do Sandante, and the Consealment:

It paper the part of the active and roade comprehended betweenly rails, and also oursy on each exterior side;
the To open the new streets indicated in the plan whit a
heradith of symeters at the less, and to probong the impay
of Prain do Plannengo to Kina de Paysandh, and to enlarge
and straighten the Russ de Sonai Thereza and Guardiamor in the part indicated in the same plan;
the To open and construct the tunnels with eight meters of
heradih and six of beight, this to be counted from the level
of the roavening. gril. ed bety

hreatmann street and maintain, during the time of its privilege, a bathing establishment at the Praia de Copaenhana, in conformity with a plan approved by the city council.

The enterprise can not collect mure than too reis for the transport of each passenger from Run dus. Ourives to those of Passengen and Real Grandez, and intermediate points, nor more than too reis for transport from either of the two lost designated streets to the Sandade or Copreadanta beach.

The transport of merchandites will be regulated by a table previously approved by the government, and revised erery five years.

VI

The hours of departure of the cars and the number of trips
will be regulated by tables approved by the government,
which will have the right to exact a greater number of
trips, if it be judged convenient for the accommodation of the
public.

The enterprise will pay the city council for the lands of its property, which it may occupy, the rent which the same send unjury and will prepare the which may be required for the opening and enlargement of the streets, these being, through failure to agree, disappropriated in the terms of the Decree No. 1667, of the 27th of October, 1855.

vm

There will have gratificus transportation the letter-ca-tiers, policemen and finemen who present the pass of their respective chirfs declaring that they are going in the public

systère.

In case of fire in proposities situated in the streets of the line conceiled, or in their immoliter sichnity, the finement and police agents will also have gratuitous pressege to the mentionned stores, independent of passes, there heiring placed as the allapsosition of the chief of police, of the director of the copy of finemen, in of whom shall ecompy their places, a can specially constructed for transpatting two fire englises. There shall abbe to place of the disposition of the government, whenever it may require it, every facility of transpattine, with an altatement of pops excut, from the trailf, for the carrying of troops.

IN

The government concrite to the enterprise:

183. A pithlege fat in period not exceeding 35 years, countring from the dayon which the line shall be opened to unificate. The light of disappropriation for the lands and buildings necessary to the construction of the units, in necondance with the nyadimenta approved by Device Nos. 1667, (the 21th of October, 1853)

194. The use and ephyment of the, lines of the Botanical Braden Rail Road Company at the end of its privilege, if at that time the new enterprise shall have probutinged the quays of Prain do Plannengo to the Morro da Vinoz, and from there skining the hay of Bonfago to the Morro hay Passanda, in accordance with the outline of the plan. This concession will endure to the end of the privilege of the one enterprise.

The cession having been realized of the lines to which No. 3 of the preceding clause refers, the enterprise will take under its charge the preservation of the payment of all the streets though trible his ears pass, which are already in were first paved by the city council, and construct the statinas which the government may deem necessary for the service of passengers and freight

XI

In that case also, the enterprise util have a pit tiege of zone, during the time of the concession, from the Large in Japa do Jessetzo to the limit of their lines in Garcia, Copacithana, Prais in Sandada and Lanageirles, comprehensing all the part of the city situated in this extension between the mountains and the sen. It will be ubiged, however, in extend its rails to all the sentes, comprehension in this periodical in this principare, in rich government may designate, and will not collect for the transportation of each proceeding to the force of the Russ de Passeguer and Real Grandera, Bied da Kainha, in Casme Vilho, and Paisi the Sandada, not more than a much more to Copacabanca in Garcia.

The time of the market end as much more to Copacabanean Gar éa.

XII

The time of the purilege ending, contast from the image mators of the new line, all the fixed and tolling material, the animals, stateors, shops and other editices destined for the services of the line, as rull as the lathing establishment with all its apparatus and helongings, all in a perfect state of presentation, will revent in the abundance of the manuscription, will revent in the abundance of the manuscription of the number of the production, will revent in the abundance of the manuscription of the number of the production of the number of the numb

XIII

The enterprise will be able to open the line to traffic one that it is consumered to the Praia da Sambale, provided the the tracks of the Consenhana namel have been already begin and the animum pressury for the conclusion of the rank

The competition has for its object:

The time of privilege;
The time of commencement and conclusion of the

works;

3rd. The improvements tending to the accommodation of
the public, to the cuthellishment of the city, and to
saldmity;
(th. The amount of the security destined to guarantee the
execution of the projected line.

The deposit and security to which the two precedir charces refer should be made in appliers in the public del-tribids will be withdrawn proportionally as the works progre-tes the remainder in futerest the if the time for the eucochain of the works shall be exceeded, while these have not been

XVI

If among the improvements proposed is comprehe opening if assumes of 20 meters breath, at the leavante of the lines or in their ultimate extension, the men, if it accepts them, will connected for their execute Charles and the control of the control of their execute of their execute of the control of their execute of their ex

xvn

No proposal will be accepted without cognizance of the de posit of 10,0005, which should be made in the national treasury to guarantee the signing of the contract.

NUII
The concession will hapse:

If the time fixed for the commencement of the works has passed without their having been beginn;

and. Hafter commencement they are interrupted for more than one month, except in case of superfur power, thily proved in the judgment of the government, the enterprise being in this case shiliged to remove within the period of of days, comiting from the intimation which shall be made to it, all the marked company, and we have the strength of the works and its own cast:

and its own cast:

and if for the life - to the strength of the streng

3rd If after the line has been opened to traffic it shall be rrupted, without cause justified before the government, for more than 48 hours.

XIX

The government will be able to impose fines upon the enter-prise for fault of compliance with the clauses of the concession, from 200\$ to 2,000\$, in accordance with the gravity of the case

NX
government will attach to the enterprise an engineer
the state for fiscalizing the works.

NXI

NNI
The enterprise will be subject to all the dispositions established by the regularization approved by Dierre Nu, 3837, o the action of December, 1874, for the service of city tunnways

F. de H. e Acciolide Paracoucilla,

Acting-Director,

BUREAU OF PUBLIC WORKS.
30th December, 1831.

GOVERNMENT BONDS

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SHIPPING NOTES.

—The Fr str. Sudy, from Havre for Rusario, put hto Lisbon on Dec 21 with machinery out of ander.

—The Lation. Milboure, from Middlesbrrough for Imbetula, put into Plymouth on Dec. 19 with captain sick.

—The Br. bk. Keortery, of Windsor, Captain Cook, from New Fort for Montevides, cargo coals, put into Queenstawn on Dec 17, through stress of weather.

-The Gr. bgn. Reitha, of Brake, from Hamburg for Br

—The Gr. 6ga. Arting in Drace, room training general eargo, put into Dover on Dec. 21, with mainbound broken and sails split

—The Br bg. Prerlos, Brown, from Liverpool for Rosario, put back to Liverpool on Dec. 9 from Holyhead, with cargo shifted, and docked; will have to discharge.

—The Persever.ince, Lemon, of Bristol, from Cardiff for Caravellas, fron, put into Appledore, on Dec 9, with crew refractory and refusing to proceed.

—The bk. Nurchea, Dixon, from Ruenos Aires, coals, put into Plymouth on Dec. 19 with loss of sails, hatches stove, and making water.

—The Bg Kuras, of Helsingfors, Inberg, from Middlesborough for Santos, eargo evals and iron pipes, was assisted into Ramsgate on Dec. 21, with caugo shifted and leaky.

—The Br. bkt Try Again, of Montruse, Captain Clake, from Memel for Montevideo, cargo deals, put into Doveron Dec. 23, having lost three anchors and chains in Margate

—The bgn Autim, Janssen, of Grassefehn, from Liverpo I for Rio de Janeiro, general cargo, put into Sturnaway in Dec. 27, with bulwarks aft washed away, having encountered very heavy weather.

—The 8r bk. Afnierr, Glasgow, frain Greenork für Rio de Janeiro, coal was diiven into Penarth Roads on Dec. 21 with biliwarks, stanchous, etc., earried away, one man klin d and another with a leg broken.

—The Br. schr. Martha Llayd, from Marseilles for Ria Grande, general cargo, put into Ghraltar on Dec. so, having experienced heavy weather on Dec. 8 in the gulf of Lynns, and had main bulwarks on port side, main hatch and a boat

smashed.
—The Or, ehr, Magnet, Groot, from Hamburg for Parfi,
general cargo, was assisted into Weymouth harbur on Dec, so
from Portland Rusale by steaming Counonedure, with loss of
spars, tigging, sath, etc., and master injured.
—The Nor, sehr, Chause, from London for Pernamluco,
which put into Christiansand on Dec, is with damage, will not
be obliged to discharge. Doly i goaks, cement are slightly
damaged, the moster will take them on to their destination as
they would fetch no p.ice at Christiansand.

they wind retern in year can christantasture.

"The Pr. lik. Warve Quren, of Londonderry, patent fuel, from Cardiff for Rio de Jauein, spring a lenk on Dec. 5; thirty miles case of Landy and put into Millim! Haven on Dec. 8 naking y inches water per hour and with about 3 feet water in her hold. She is discharging into lighters. The expenses, it is feared, will be very heavy.

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